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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REVIEW,  
Subscription, paid in advance, \$12  
per annum. Postage to any part  
of the World, \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

THE  
DIRECTORY & CHRONICLE  
FOR 1907.  
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Orders may be sent to the  
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Hongkong, 8th June, 1906. a106

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7.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
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## INTIMATION.

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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841

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OUR CLARETS INCLUDING THE LOWEST PRICED, ARE OF EXCEPTIONAL VALUE, AND GUARANTEED TO BE THE GENUINE PRODUCT OF THE JUICE OF THE GRAPE.	
CLARETS FROM THE CELEBRATED CHATEAUX ABOVE MENTIONED ARE TOO WELL KNOWN TO CONNOISSEURS TO NEED COMMENT, AND WE CAN CONFIDENTLY RECOMMEND THEM AS MATURE AND IN NINE CONDITION.	

A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 27th May, 1907.

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## The Daily Press.

HONGKONG, JUNE 6TH, 1907.

CAPTAIN BRINKLEY in the *Japan Mail* expresses the conviction that "the Middle Kingdom is the storm centre of East Asia," and goes on to quote with approval some Japanese opinions of the hopelessness of real reform in China. The writer quoted had just returned from a long sojourn in China, and is, according to Captain BRINKLEY, "a man evidently of considerable weight and position." According to this Japanese observer, the movement for administrative reform in China has resulted in numerous contradictions, and created a situation abounding in anomalies. The upshot of his observations is that Chinese conservatism is perennial, and that none of the apparent progressive impulses can have any effect other than temporary dislocation. As this pessimism appears to be an intelligent echo of other dicta frequently overheard in many places on the China coast, it is of interest to note some of its specific grounds. Allusion is made to the benevolent activities of Viceroy YUAN, who had the nominal approval and support of the Central Government, but whose authority, according to this contributor to the *Hochi*, was actually crippled and reduced in various manifest ways. He (YUAN) is in the forefront of his schedule that the powers of the purse and of the sword should be handed over to the central government. In the matter of finance complete failure was the outcome, and in the matter of military affairs the only issue was that, out of the six divisions organised and controlled by YUAN, four were transferred to the central government and two

were left in his command. It was a species of compromise which did not amount to either fish, flesh, fowl or good red herring. Even the Military Academy in Peking, which, as a nursery of officers, ought necessarily to have passed with the four divisions to the control of Peking, remains in the hands of the Viceroy. It has been theoretically handed over, but on the plan that the formalities of transfer have not been fully complied with, the War Office in Peking declines to find funds for the support of the Academy and that responsibility rests on YUAN's shoulders. Meanwhile his programme, having been thus frittered away and his policy having proved an abomination to the ready-money politicians of China as they are called, no longer darkens the portals of YUAN's Yamen.

The good faith and impartiality of Captain BRINKLEY's witness may be considered to be somewhat established by his reference to the Japanese military instructors at the Peking Academy, whom he does not hesitate to describe as "a disgrace to their country," but whether it is incompetence or malpractice that makes them such is not stated. The movement for sending thousands of Chinese students to Japan he ridicules as "a mere fashion without any logical basis." We know that these students, on returning to China, have not been received with open arms by the authorities, but that has been largely due to their own indiscretion. They come back often, not as well-informed reformers but as impatient iconoclasts, full of maligned ideals that are still further misunderstood by their stay-at-home friends before whom they delight to parade their "enlightenment." The "logical basis" for their despatch to Japan in the first instance may have existed; the Chinese thirsting for foreign science would not be content to accept it at second-hand, especially from their formerly despised and still unloved neighbours, were it not that Tokyo offers it more cheaply and expediently. Still, there is little doubt that even the best of them have been ill-rewarded for their enterprise and diligence. Among those who are not keen reactionary they have encountered distrust, and at the best they have been "appointed to petty posts whose emoluments barely suffice them to vegetate, and having been left thus in obscurity for three or four years, until in the refined atmosphere of China their Japanese colour has been purised, they become for the first time eligible for promotion." That is how a Japanese of weight and position, who cannot forget the speed with which his own people inaugurated a changed régime, regards the situation in China. The foreigner could feel more patience with Chinese slower progress if he could safely attribute it to pure conservatism, but it is worse than that. Movements even more active, and unfortunately with readier favour at Peking, are being directed to forcing the hands of the clock back, even while men like YUAN are winding it up.

Yesterday there were two plague records, making 68 cases to date.

The funeral of the Queen Dowager of Annam took place at Hue at the end of last month, the occasion being marked by barbaric splendour and solemnity.

There is a considerable licence for sport in the Colony but yesterday Mr. Hazland at the Magistracy imposed restrictions on a number of Chinamen who were found playing football in Robinson Road, Kowloon. The football was confiscated and the men were cautioned and dismissed.

An Indian seaman from the P. and O. steamer *Malla* was brought before Mr. Hazland at the Magistracy yesterday on a charge of deserting from his ship. It was stated that this practice on the part of Lascars had become too common and the exemplary sentence of 12 weeks' imprisonment was imposed.

Robert Morrow, who said he ran the steam launch and motor launch for Mr. Campbell, was brought before Mr. Hazland on a charge of being drunk and disorderly. Defendant asked to be let off lightly and he would never offend again, but the Magistrate said that this was his fourth conviction and he would have to pay a fine of \$25 or go to prison for six weeks.

We understand that the Hon. Mr. Brewin, the Registrar-General, and some of the leading Chinese residents will address a public meeting at the Taiping Theatre on Saturday with the object of expressing the co-operation of the Chinese people in putting a stop to the objectionable practice of "dumping" dead bodies in the streets of the colony.

The Pioneer's London correspondent wires that under the new plan of an Imperial General Staff and an Imperial Staff and an Imperial Army it has been arranged that the Indian Army will exchange a considerable number of officers of equal rank with Canada, South Africa, including the Boers, and Australia, and New Zealand.

The Indian plague mortality shows no sign of decline, and the total for the first week of May was over 70,000. The provincial figures were:—Punjab, 54,204; United Provinces, 15,104; Bengal, 3,526; Bombay, 1,353; Central India, 74; Burma, 196; Rajputana, 157; Kashmir (Jammu province), 160; Madras, 10; and North West Frontier Province, 12. An imported case was reported from Eastern Bengal.

A trustworthy correspondent writes to the *Press*:—A startling phenomenon occurred at 2 p.m. on May 9th near the Daulpur railway station, Ghasipur district. The sky was perfectly clear and a west wind was blowing when suddenly a terrific explosion was heard followed in five seconds by another and then a third. The reports were so loud that they were distinctly heard in the civil station of Azamgarh, distant about 206 miles. The terrified inhabitants of the villages round about left their houses and rushed out into the open. Numbers of them eventually made their way towards the place whence the sound had come and in the field on the western side of the railway station they discovered several aerolites. The stones were dark coloured, brittle and very hot. They weighed anything from six to seven pounds. Nearly all the spectators broke pieces from the aerolites and took them home as curiosities.

Which is the most expensive newspaper in the world? Undoubtedly the Tasmanian *Practical and Sporting Chat*. A copy would cost you five shillings and ninepence, and, strange to say, it has a large circulation at that seemingly prohibitive price. This paper is the latest device of that colossal gambling institution, known for many years as "Tattersall's Sweeps," to evade the law. Each copy is practically a lottery ticket that may win a prize of thousands of pounds. Expelled from the Australian mainland, "Tattersall's" has found hospitality in the little island State of Tasmania. As the Commonwealth Postal Department will have no dealings with it, it has organised a postal system of its own, with offices in all the Australian cities, under the title of the "Tasmanian Parcel Express Delivery Company." There has been a police raid on the Melbourne office. Many copies of *Chat* were seized.

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The *Kokumin Shinbun* takes a somewhat grave view of the situation in China. It notes the prevalence of rights recovery and anti-foreign sentiments, which are now supplemented by administrative dissensions, and it expresses apprehension that such a state of affairs may lead to trouble at any moment. The object of our contemporary's article is to counsel united action on the part of the Powers, and to destroy the policy of each State playing for its own hand.

Minor newspapers of Tokyo publish so many startling rumours about the contents of the *entente* said to be pending between France and Japan and Russia and Japan. One newspaper has a Washington wire to the effect that the Franco-Japanese *entente* extends to Europe and provides that in the event of France being embroiled in war Japan will send three hundred thousand troops to her assistance, England contributing one hundred and fifty thousand.

As to the Russo-Japanese *entente* which, according to these authorities, is on the verge of completion, it is said that Russia openly recognises the Japanese protectorate over Korea.

Japan on her side engaging not to interfere with Russian enterprises in Mongolia. We need scarcely say that these rumours must be received with all reserve.

Tokyo newspapers say that the little group of Japanese surveyors whose fate has just been reported from Omori were one of several parties who during the past few years have taken their lives in their hands and conducted military surveys in remote regions of Manchuria, Korea and Mongolia. Their work has proved of the greatest possible service, but, as it had to be carried on in complete secrecy, the public heard nothing of it and the patriotic surveyors had to be content with official approval. The party which was attacked by Chinese bandits on the 18th inst. was under the command of Mr. Kobayashi and was carrying on its survey on the borders of Chientao, the district which has already given rise to so much dispute. It is related that a heavy storm of wind and rain on the afternoon of the 18th drove the party to take refuge in a tent, and in this position they were surrounded and attacked, four of their number being immediately shot down and two effecting their escape. There is said to be very little chance of bringing their assassins to justice.

A suit in which Mr. C. A. Rebeiro, a retired Civil Engineer, charges the Rev. W. R. Jorge, Vicar of the Goanese community, with defamation, after occupying three weeks in bearing at Poona, has entered on its semi-final stage. The allegation was that the Vicar made use of the words, "there is no city without pigs," in reference to the members of the party which had opposed the granting of an address to the Archbishop of Goa. A number of witnesses were examined who said they opposed the address, because the Archbishop some 16 or 18 years ago had taken the management of Orsaria's School, for the building of which they had subscribed, out of their hands. The Vicar, in a lengthy statement denied the right of the laymen to interfere in the management of the school. He denied that any of those who had given evidence in the case had subscribed the amounts they said they did, and in some instances even denied that they had subscribed anything at all. He admitted using the words attributed to him, but said they had been used in an illustration and were not applied to the opposition party. He characterised the charge as malicious and vexatious, and applied for leave to prosecute the complainant and another witness for perjury.

A correspondent writes to the *Englishman*—In our issue of Thursday, you reported a case disposed of by Mr. Kingsford, Chief Presidency Magistrate, Calcutta, of a British soldier who was sentenced by this Magistrate to pay a fine of Rs. 15/-, in default to undergo six weeks' hard labour, the offence being that this soldier knocked down a native for hitting him and his companion—also a soldier—over the head with a sweep's broom. I should like to know if Mr. Kingsford would submit to such an indignity, and, if he very naturally did not, how he would like to be fined Rs. 7,500 for resenting the insult—for this is about what a proportionate fine would come to. It is not creditable to the administration of justice in this country that the British soldier never appears to get fair play. He is not beloved by the hooligan elements, who are never so delighted as when they can get generally, through tainted witnesses, one of our garrison into trouble. I am sure the majority of independent and loyal Englishmen in this country will view dimly these "please the native at the cost of the Englishman" judgments in our Court of justice. No wonder difficulty is found in obtaining recruits for the British Army in India when such treatment is so constantly meted out to our defenders.

Whenever a case of assault against a soldier by a native is proved the punishment in place of being exemplary is, generally speaking, the most trifling nature. It is to be hoped that if no appeal is possible in this case the Government of India will see justice done and either cancel or reduce a sentence out of all proportion to the offence.

## MARINE COURT.

Wednesday, 5th June.

BEFORE THE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

## AN ABSERT ENGINEER.

P. C. Downie proceeded against Lin Wo, master of the licensed steam launch *Hoi Fung* for having allowed his launch to ply for hire in the waters of the Colony on the 3rd inst. without a certified engineer on board as required by Ordinance.

P. C. Downie stated that at 11.30 he was on duty in Yaumati Bay, and stopping defendant's launch asked the coxswain for his certificate and for the engineer's certificate. Both were produced. The engineer was not on board and witness was informed he was in Hongkong sick. The launch had 91 passengers on board and continued to ply for hire.

Defendant pleaded that he did not know the engineer was not on board.

His Worship imposed a fine of \$50 with the option of two months' hard labour.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE DERBY.

LONDON, June 5th.

The result of the Derby run to-day is—

1. Mr. R. Croker's Orby, by Orme—Rhoda B. (J. Doyle)

2. Col. E. W. Baird's Wool Winder, by Marigold—St. Windham (S. Hickaby)

3. Capt. Grae's Slave Galion, by Gallahad—Reclusion (W. A. Higgs)

## JAPANESE SAICEE RESERVES.

TOKYO, June 5th.

A deputation from the Shimpoto interviewed the Minister of Finance regarding the Japanese Saicee Reserves abroad. In the course of his reply Mr. Sakutani said the terms offered by American capitalists for the South Manchurian debentures were unfavourable and that negotiations were now proceeding with British capitalists.

[REUTER'S SERVICE.]

## THE STRIKE AT MARSEILLES.

LONDON, June 3rd.

The French coastal, and many of the captains of lines have joined the strike. The Compagnie Générale Transatlantique have arranged with the Hamburg American line to send vessels to Havre to maintain the former's passenger services, in the mean time 2,500 emigrants are encamped in tents and fed at the expense of the Compagnie Générale. [A *Daily Press* message yesterday noted the end of this strike.]

## JAPANESE CRUISERS IN ENGLAND.

LONDON, June 3rd.

The *Tsukuba* and the *Chitose* were at Sheerness on the 25th ult., and remain there for a fortnight.

## THE FRENCH DERBY.

LONDON, June 3rd.

It is stated that after the race at Chantilly, Mordant will remain in France, and will not compete in the Derby. It is also reported that Oupadi Hala, which was not placed in yesterday's race, will also remain in France.

## THE UNREST IN INDIA.

LONDON, June 3rd.

An anti-European riot has occurred at Coccinella, in Madras. The mob wrecked the European club.

## THE ROYAL HONGKONG GOLF CLUB.

POOL.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 1st to 3rd June, 1907. The following returns were made:—

CAPTAIN'S CUP.
+ Mr. C. P. Chater ... 87-10-77
Mr. A. Morley ... 97-18-74
Major H. E. Lewis ... 86-6-80
Mr. H. C. Sandford ... 95-15-80
Mr. T. C. Gray ... 92-11-81
Mr. F. W. Warre ... 94-7-87
Staff Paynter, H. G. Wilson, R.N. 94-6-88
(24 entries).

MAY CUP.

+ Mr. G. C. Moxon ... 97-20-77

POOL.

\*Mr. F. W. Warre ... 84-7-77

\*Mr. C. P. Chater ... 87-10-77

Mr. A. M. Murray ... 84-5-79

Mr. G. C. Moxon ... 97-18-79

Mr. H. C. Sandford ... 95-15-80

Mr. T. C. Gray ... 92-11-81

(18 entries).

\*Winner of Captain's Cup.

\*Winner May Cup.

\*Fee for Pool.

## SUPREME COURT.

Wednesday, June 5th.

IN ORIGINAL JURISDICTION.  
BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE), WITH CAPTAIN MORRISON (NAUTICAL ASSESSOR).

## AN ECHO OF THE TYPHOON.

Chi Wo and Co. of 29 Wing Wo Lane, ship-builders, claimed from the Famigating and Disinfecting Bureau Ltd. of 3 Pedder Street, the sum of \$4,023, being the amount of damages sustained by the steam launch *Hoi Po* in consequence of her having, on the night of October 21st, 1906, struck the hulk *Stanfield* in the harbour.

Sir Henry Berkley, K.C., instructed by Mr. A. Jackson (of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs, and Mr. W. Shadie, instructed by Mr. F. P. Hett (of Messrs. Bruton and Hett) for the defendants.

The statement of claim showed that the plaintiffs were owners of the steam launch *Hoi Po*, and were shipbuilders carrying on business at 29 Wing Wo Lane. Defendants were the owners of the sunken bulk *Stanfield*, and carried on business at 3 Pedder Street. The hulk *Stanfield* foundered and sank in Yau Ma Tei Bay during the typhoon of September 18th. It continued to be and was on October 21st, at the time of the happening of the injury hereinafter mentioned, in the possession, and under direction, management and control of the defendant company. The said hulk was allowed to remain sunk in a position dangerous to navigation without sufficient steps being taken to indicate her position or warn approaching vessels of it. Prior to October 21st the defendants had been directed by the Harbour Master to affix a light to the said sunken bulk for the purpose of indicating her position, and on the day in question there was no light affixed to the said bulk, nor anything to indicate her position. At 10.30 on the night of October 21st the *Hoi Po*, while on her way from Mongkok to Hongkong, could not and did not see the sunken bulk owing to her position not being indicated, and in consequence came into collision with the said sunken bulk, unlighted as aforesaid, at a time when the tide was just on the turn, and as the tide ebbed the *Hoi Po* gradually sank. In consequence of the injuries sustained by the *Hoi Po* by reason of the said collision, the *Hoi Po* was unable to earn any profits from October 22nd to November 12th inclusive. The plaintiffs had also incurred expenses in raising and refloating and repairing the *Hoi Po*. The plaintiffs therefore claimed \$4,023 damages, made up as follows:—Loss of profits, \$80 a day, from October 22nd to November 12th, \$1,100; cost of raising the *Hoi Po*, \$1,800, and cost of repairs \$1,123.

The defense set forth that the defendants did not know and could not admit that the plaintiffs were owners of the *Hoi Po*, but admitted that plaintiffs were shipbuilders. They further admitted that up to September 18th, 1906, they were the owners of the bulk *Stanfield*, but stated that prior to October 21st they had abandoned the bulk to the Yangtze Insurance Co. Ltd., the insurers thereof as being a total loss. They denied that on October 21st the bulk was in their possession, and under their management, direction or control. It was also admitted that prior to October 21st the defendants had been requested by the Harbour Master to affix a light to the sunken bulk, but denied that they were under any obligation to affix such light. On October 21st the bulk was, at all times, lighted with a red single light showing all round. Defendants did not admit that the *Hoi Po* on October 21st came into collision with the bulk, or was injured in any way, and say that if the *Hoi Po* did collide with the sunken bulk it was owing to the negligence of those in charge in not keeping the proper lookout, and in navigating the *Hoi Po* in an improper and reckless manner, and at an excessive speed.

Sir Henry Berkley submitted that under the law, notwithstanding what passed between the Yangtze Insurance Company, and the defendants, the bulk remains in the possession of the latter. A ship could only pass from one to another in a particular way under the Merchant Shipping Act. The claiming from an insurance company on a total loss does not in any way pass the property. His position was that in law the defendants were the owners of the bulk on the day the *Hoi Po* struck her, and even if they were not owner they were in actual possession, management and control of the wreck. Therefore it followed that the legal obligation of anyone having the management, direction and control of a wreck was to take the necessary steps to prevent that wreck becoming a danger to navigation. Defendants admitted that the Harbour Master required them to place a light on the wreck; in fact, they pleaded that they did light. He thought the case would turn on the fact as to whether or not the bulk was lighted on the night of the collision. The representative of the defendant company, Mr. Gorham, claimed from the Yangtze Insurance Co. £30,000 for total loss, which claim the Insurance Co. was not prepared to accept. Ultimately it was set out in another letter and agreed that Mr. Gorham should accept £26,000, value of the bulk, and £10,000 for machinery, and that he should retain possession of the bulk until he had salvaged the machinery. It was while the salvaging was going on that the *Hoi Po* ran on the sunken wreck. If it was a fact that the *Stanfield* was not lighted on the night of the 21st, and in consequence the *Hoi Po* struck her, then the owner of the *Stanfield* must be liable, and their contention was that on the night in question the bulk was not lighted.

Evidence was called, and the case adjourned.

IN SUMMARY JURISDICTION.  
ANOTHER EMPLOYEE'S AGREEMENT CASE.

The Great Northern Telegraph Co. Ltd. sued C. F. Franco to recover \$25, being damages for breach of agreement, whereby the defendant agreed to serve the plaintiff company as telegraph operator upon the terms and conditions (inter alia) that the agreement could be terminated only by three months' notice in writing, which condition the defendant failed to observe.

Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. P. W. Goldring (of Messrs. Goldring and Barlow) for the defendant.

His Lordship—The agreement is admitted, it is not?

Mr. Goldring—Yes, my Lord. It is merely a question of damages. We have paid \$25 into Court, and say it is the extent of the damage.

Mr. Nielsen, manager of the plaintiff Company at Hongkong, said he employed the defendant who signed a preliminary agreement for three years. At the end of that time he signed the agreement before the Court, which made his appointment definite. When the second agreement was signed he was sent to Amoy. The Company paid his fare of \$30, and granted him an extra allowance. In the beginning of April the defendant said he was sick, and gave a week's notice. He did not conceal the fact that he was coming to Hongkong to another position, and later gave one month's notice.

Mr. Grist—As regards the damage there is his fare.

Mr. Goldring—That is provided for by his agreement.

Witness, continuing, said the defendant had been taught his duties during the three years he was in the Company's employment. When he left, his work had to be distributed among the staff.

Mr. Goldring objected. The witness could not speak as to what happened at Amoy.

Witness—I am duly informed of what happens at the Amoy branch.

Mr. Goldring—That is not evidence, my Lord.

Witness, proceeding, stated that in consequence of the defendant's leaving, there had been a considerable amount of trouble at the Amoy branch.

His Lordship—I should like to know about this \$25 damage?

Mr. Grist—The man becomes valuable to the Company after learning his work, then he suddenly quits.

His Lordship—I don't know how the other side arrive at \$25.

Mr. Goldring—I have a letter showing that my client had a man to take his place. He was only a clerk, not an operator. We contend they suffered a loss of not more than \$25, the cost of letters and telegrams. The defendant is a minor, but, of course, I cannot plead that.

Mr. Grist—Even if my friend could plead it, I should have no trouble in showing that the contract was for his own benefit, and would be upheld by any Court.

In cross-examination, witness said they brought the present action as a warning to other operators who might wish to break their agreements.

Mr. Goldring—As a matter of fact, this man was never an operator?—He was a counter clerk.

And his principal duties?—To charge telegrams.

That work is done by Chinese usually, isn't it?—By Chinese, Portuguese and Europeans.

A Chinaman is quite competent to do the work after being trained?—He is not.

Then why do you employ Chinamen?—They are incompetent, because, as a rule, they know very little about geography.

His Lordship, after hearing the solicitor's address, said he thought \$25 was an absurd sum. It might be hard on the defendant to have to pay more, but it was equally hard on the Company for him to break his agreement and go home. Out of pocket, perhaps, the damage did not amount to the sum mentioned, but his Lordship certainly thought the inconvenience suffered in sending him up to Amoy did. There had been too many of these breaches of agreements of late by captains, clerks and others, to further their own ends. The defendant would have to pay \$100 as damages.

## SIMPLE CHINAMEN.

The simplicity of the Chinaman is regarded as one of those qualities that really does not exist, but experience here proves that the native from the country is very guileless indeed. This is particularly seen in the case with which some designing man can kidnap them or entice them into contracts the meaning of which they do not realise. The emigration traffic lends itself to abuses in this way and another illustration of this was furnished on Wednesday night when they did light. He thought the case would turn on the fact as to whether or not the bulk was lighted on the night of the collision. The representative of the defendant company, Mr. Gorham, claimed from the Yangtze Insurance Co. £30,000 for total loss, which claim the Insurance Co. was not prepared to accept. Ultimately it was set out in another letter and agreed that Mr. Gorham should accept £26,000, value of the bulk, and £10,000 for machinery, and that he should retain possession of the bulk until he had salvaged the machinery. It was while the salvaging was going on that the *Hoi Po* ran on the sunken wreck. If it was a fact that the *Stanfield* was not lighted on the night of the 21st, and in consequence the *Hoi Po* struck her, then the owner of the *Stanfield* must be liable, and their contention was that on the night in question the bulk was not lighted.

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4  
NEW ADVERTISEMENTS  
THE CATHOLIC UNION.

TO-MORROW (FRIDAY), the 7th inst., being the FEAST OF THE SACRED HEART the Members of the above Association will be "AT HOME" to their Friends from 9 to 11 A.M.  
Hongkong, 6th June, 1907. 1040

## ON H. M. SERVICE.

TENDERS are invited for the SUPPLY of CARPENTERS', CAULKERS, PLUMBERS, PAINTERS, SCRAPERS, SHOEMAKERS OR LEATHER-WORKERS for the period of 12 Months commencing 1st July next to H. M. NAVAL YARD, Hongkong.

Forms of Tenders can be obtained on application at the Chief Constructor's Office, H. M. Naval Yard, Hongkong, and should be returned not later than Noon on MONDAY, 17th June, 1907.

W. T. HOCKADAY,  
Lieut. Constructor.

Hongkong, 6th June, 1907. 1041

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHE LIEDIG, BREMEN.

FOR SHANGHAI, NAGASAKI,  
HIOGO AND YOKOHAMA.

THE I.G.M. Steamship  
"BOON".  
Captain G. Meiner, will leave for the above ports on THURSDAY, the 5th June, at NOON.  
For further Particulars apply to

MELCHERS & CO., Agents.  
Hongkong, 5th June, 1907.

DAMPSCHIFFS RHEDEREI "UNION"  
ACTIEN-GESELLSCHAFT.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship  
"VERONA",  
having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by

CARLOWITZ & CO.,  
Agents.

Hongkong, 6th June, 1907. 1042

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship  
"LIGHTNING",  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 7th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will have been effected.  
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO. LTD.

Hongkong, 5th June, 1907. 1037

## NOTICE TO CONSIGNEES.

FROM HAMBURG.

THE H. A. L. Steamship  
"SILESIA".  
Captain Ballo, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given TODAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

HAMBURG-AMERIKA LINIE.

Hongkong Office, 5th June, 1907. 1038

BEN LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

SS. "BENAVON."  
FROM ANTWERP, LONDON AND  
STRAUSS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 5th June, 1907. 1039

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to sell by Public Auction,

TO-DAY (THURSDAY),

the 6th June, 1907, at 2 P.M., at No. 12,

Robinson Road, Kowloon.

SUNDAY OFFICE FURNITURE.

TERMS:—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 4th June, 1907. 1027

## PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to sell by Public Auction,

TO-DAY (THURSDAY),

the 6th June, 1907, at 2.30 P.M., at No. 1,

Humphreys Avenue, Kowloon.

THE WHOLE OF THE

HOUSEHOLD FURNITURE.

(Particulars from Catalogue)

TERMS:—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 4th June, 1907. 1028

## TO LET

## IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD, and No.  
51, POTTINGER STREET.

Apply to—

ARRATOON V. APCAR & CO.,

45, Wyndham Street,

Hongkong, 2nd March, 1907. 491

## TO LET.

A HOUSE in KNTSFORD TERRACE

A KOWLOON.

Apply to—

THE HONGKONG LAND INVEST

MENT AND AGENCY CO. LTD.

Hongkong, 1st June, 1907. 1029

## TO LET.

THE OFFICIAL RECEIVER.

Hongkong, 4th June, 1907. 1025

## TO LET.

NO. 3, "ORMSBY TERRACE," Kowloon.

From 1st July. Cheap Rental.

Apply to—

SPANISH DOMINICAN

PROCURATION.

Hongkong, 4th June, 1907. 1024

## TO LET—IMMEDIATELY.

THOMAS' HOTEL, on Long or Short

Lease, with or without all the Furniture,  
Fixtures, etc, now on the Premises.

Apply to—

THE OFFICIAL RECEIVER.

Hongkong, 4th June, 1907. 1025

## TO LET.

NO. 2, MACDONELL ROAD.

Apply to—

COMPEADORE'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. 197

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & CO., Limited.

Hongkong, 23rd April, 1907. 1030

## TO LET.

NO. 1, WESTEND TERRACE, Shamoon,

Caution.

Apply to—

HONGKONG LAND INVESTMENT

& AGENCY CO. LTD.

Hongkong, 1st June, 1907. 1014

## TO LET.

NO. 21, CONNAUGHT ROAD CENTRAL.

Apply to—

OFFICE, suitable for Offices and Godown.

Hongkong, 20th March, 1907. 610

## TO LET.

NOS. 3 & 5, CARNAVON VILLAS

Kowloon.

Apply to—

HEWAN & CO.,

Hongkong, 1st May, 1907. 324

## TO LET.

ONE OFFICE-ROOM on Second Floor

PRINCE'S BUILDINGS.

Apply to—

REUTER, BIRCKELMANN & CO.

Hongkong, 23rd April, 1907. 795

## TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE—

IN WANCHAI ROAD.

Nos. 27, 29, 31 and 33, CAINE ROAD.

Apply to—

GODOWN, built of brick, with tiled roof,

just thoroughly repaired, about 4000

square feet space, on three floors. Suitable

for storage of any kind of merchandise.

Apply to—

CARE OF "DAILY PRESS" OFFICE.

Hongkong, 3rd May, 1907. 370

## TO LET.

66 STONHEVED 35, Robinson Road.

Nos. 57 and 59, CAINE ROAD.

Nos. 27, 29, 31 and 33, CAINE ROAD.

3 New Houses in KENNEDY ROAD, near

Wan Chai.

NO. 90 & 91 GODOWN PRAYA EAST.

Apply to—

SAM WANG CO. LTD.

81, Queen's Road Central.

Hongkong, 13th November, 1906. 1033

## TO LET.

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.

Hongkong, 21st April, 1907. 114

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA. (FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at Current Rates.

LUTGENS, EINSTMANN & CO.

Hongkong, 1st January, 1907. 124

THE GLORIUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.

Hongkong, 13th August 1906. 129

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1905 217,837,119.

I. AUTHORIZED CAPITAL... 23,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL..... 687,500 0 0  
II. FIRE FUNDS..... 3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NTIWAN, TOMBS & CO.

Hongkong, 27th April, 1907. 1349

GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION LTD.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.

Hongkong, 17th May, 1907. 933

## HONGKONG BUSINESS DIRECTORY

## AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Consignments solicited. Sales rendered and settlement effected promptly. No. 8a Queen's Road Central, Hongkong.

## BOOKBINDING.

DAILY PRESS" OFFICE. The only office in China having European taught workmen equal to Home work.

## IRON MERCHANTS.

SINGON & CO. Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Importers. Pig Iron and Foundry Coke Importers. General Stores, known and Commission Agents. 35 & 37, Hing Loong Street, Old Street, West of Central. Mikado Telephone No. 612.

## PHOTOGRAPHER.

M. MUMAYA, JAPANESE ARTIST. Brondio and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manilla. Work done for Advertising etc. 34, Queen's Road Central, Hongkong. Good Pictures of Hongkong, recently taken, on sale.

## PRINTING.

DAILY PRESS" OFFICE. Proofs read by Englishmen.

## TYPEWRITERS.

F. A. V. RIBEIRO, Typewriting Work Undertaken. Cleaned, Repaired, Overhauled. Charges moderate. 54a of the Hongkong Typewriting Bureau, 8a, Queen's Road Central (First-floor).

## SIE NTING.

SUNGKON DENTIST. No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905. 491

DAVID CORSAIR & SONS MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULIN ARNHOLD, KARBERG & CO 295 Sole Agents.

## THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五  
THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above firms are prepared to issue THE THROU BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO's fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 14th August, 1898. 8

## NOW ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition ... \$10.00  
Small ... 6.00

Obtainable at the Hongkong "DAILY PRESS" Office, or in all the Ports of the Far East.

The Book will be sent by Registered Post free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

## FOR SALE

## FOR SALE

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by admeasurement 50 "changs" or thereabouts. Title Deeds can be seen at the Office of the Undersigned.

For further particulars, apply to GOLDING & BARTLOW, Solicitors, 10, Queen's Road Central. Hongkong, 22nd May, 1907. 970

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIANIC STAMPS. MIXED STAMPS. 100 for \$0.80 500 for \$3.00  
150 " 1.75 1000 " 10.00  
200 " 3.50 1500 " 25.00  
250 " 5.75 2000 " 35.00  
275 " 9.00 3000 " 45.00

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS.

& all other Philatelic Goods. Inspection invited.

GLAC & CO., Hongkong Hotel Corridor. 675

## REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

THE STEEDEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 8.30 P.M. (Saturday's Excepted). Departure from Canton at 5.15 P.M. (Sunday's Excepted).

Those superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans, and were specially built for this trade. Excellent cuisine.

The Company's WHARF is at the end of WING LOK STREET (tram station).

For further particulars, please apply to E. PASQUET & CO., Canton Agents. BARRETT & CO., Agents, Hongkong, 1st April, 1907. 633

PRICES MODERATE.

A TACK & CO., 26, Des Voux Road, Central, Hongkong, 18th January, 1907. 39

EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

PRIESTS AND PHILOSOPHY.

In the beginning was the Word, and the Word was with God, and the Word was God.

How often have we all heard these words.

How often have they been expanded to us,

the nature of the expression varying with each exponent—an old, how often have we seen it forth

expounded by the foreigner, but still forcing

the mind to learn that whilst she has been

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## SHIPPING.

## ARRIVALS.

ANGHIN, German str., 1,163, Chr. Kümpel, 5th June—Bangkok and Swatow 27th May, 4th June, Rice—Butterfield & Swire.  
BENAVON, British str., 2,500, Thomson, 5th June—London and Singapore 30th May, General—Gibb, Livingston & Co.  
C. DEDERICHSEN, German str., 77, T. Petersen, 5th June—Haiphong and Hoihow 1st and 4th June, Rice and General—Jebens & Co.  
GENSERAU, German str., 5,004, G. Böls, 5th June—Foochow 3rd June, General—Möchers & Co.  
HAITAN, British str., 1,183, J. S. Roach, 5th June—Coast Ports 4th June, General—Douglas Laprak & Co.  
KENKON MARU, Japanese str., 1,361, K. Asai, 5th June—Saigon 1st June, Rice—Dedwell & Co.  
KWEIYANG, British str., 1,044, Dawson, 5th June—Canton 4th June, Beans—Butterfield & Co.  
KYOTO MARU, Japanese str., 1,630, N. Wakatake 6th June—Saigon 1st June, Rice—Wallen & Co.  
LIGHTNING, British str., 2,122, E. Fey, 5th June—Calcutta and Straits 10th May, General—David, Sasoon & Co.  
NORA, British str., 4,179, G. Phillips, 5th June—Yokohama 21st May, General—P. & O. S. N. Co.  
ROON, German str., 4,961, G. Meiners, 5th June—Singapore 1st June, Mails and General—Möchers & Co.  
SHIMOSA, British str., 2,699, H. S. Best, 5th June—Keelung 3rd June, General—Dedwell & Co.  
SIBERIA, American str., 7,655, H. Zeedor, 5th June—San Francisco 10th May, Mails and General—P. M. S. Co.  
SILESIA, German str., 4,861, T. Bahle, 5th June—Singapore 3rd June, General—Order.  
TELEMACHUS, British str., 1,370, T. Williamson, 4th June—Saigon 3rd May, Rice—Chinese.  
VERONA, German str., 3,036, H. Dolenz, 5th June—N. W. York via Suez, Aden and Singapore 11th May, General—Carlowitz & Co.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.  
5th June.  
Cadm, British str., for Saigon.  
Glenlogan, British str., for Swatow.  
Hoslow, British str., for Swatow.  
More, British str., for Singapore.  
Shipman, British str., for New York.

## DEPARTURES.

4th June.  
AJAX, British str., for Singapore.  
BANDAR MARU, Japanese str., for Singapore.  
BINH THUAN, French str., for Hongay.  
BORNEO, German str., for Sandakan.  
BORGESIA, German str., for Tsimtung.  
CHOUING, German str., for Bangkok.  
GENEVRA, German str., for Europe.  
KNIWIBERG, German str., for K. C. Wan.  
KURICHO, British str., for Canton.  
WANGLER, Chinese str., for Shanghai.  
PETCHARABURI, German str., for Swatow.  
PHUEN, French str., for Canton.  
SHOSHU MARU, Japanese str., for Swatow.  
SIGNAL, German str., for Swatow.  
SULIVAN, German str., for Canton.  
SUNGKIAN, British str., for Cebu.  
TIAHAI, Dutch str., for Singapore.  
UJY, Norwegian str., for Swatow.

## SHIPPING REPORTS.

The German str. *Angina* reports: Fine weather with moderate S. W. winds air.  
The British str. *Telemachus* reports: Moderate S. E. winds and fine weather.

## VESSELS IN DOCK.

June 5th.  
ABEDZEEH DOCKS.—*Rajah*  
KOWLOON DOCKS.—*Tycoon*, *Huc*, *Arratoon*  
Apac, *Footong*, *Siu Tai*, *Orsang*.  
COSMOPOLITAN DOCKS.—*Kaiyan*.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
1907

S.S. "SHIMOSA" ... 6th June.  
S.S. "BIAKMAR" ... 28th June.  
S.S. "SAINT PATRICK" ... 6th July.  
For Freight and further information apply to DODWELL & CO. LTD., Agents.

Hongkong, 6th May, 1907. 737

DOUGLAS STEAMSHIP COMPANY.  
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship  
"HAITAN".

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 7th inst., at NOON.

For Freight or Passage, apply to DOUGLAS, LAPEAK & CO., General Managers.

Hongkong, 4th June, 1907. 1020

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship  
"SYDNEY".

Captain Barillon, will be despatched for the above Ports MONDAY, the 10th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 4th June, 1907. 2



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO

SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON,"

Capt. Tarabochia, will leave for the above places TUESDAY, the 11th inst., A.M.

For Freight or Passage, apply to SANDER, WIELER & CO.

Agents.

Prince's Building.

Hongkong, 4th June, 1907. 3

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS:

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	NUDIA	Brit. str. ...	—	F. J. Fox	P. & O. S. N. Co. ....	About 20th inst.
LONDON	FLINTSHIRE	Brit. str. ...	—		SHEWAN, TOME & CO. ....	On 14th inst.
LONION &c. VIA USUAL PORTS OF CALL	MALACCA	Brit. str. ...	—	C. J. Benton	P. & O. S. N. Co. ....	About 10th inst.
MARSEILLES, AC. VIA PORTS OF CALL	OCEANIEN	Brit. str. ...	—	R. A. Peters	P. & O. S. N. Co. ....	On 15th inst., at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SIAM	Fren. str. ...	—	Magnier	MESSAGERIES MARITIMES. ....	On 11th inst., at 1 P.M.
HAVRE & HAMBURG	SPIZIA	Dan. str. ...	k. w.		MELCHERS & CO. ....	Middle of June.
HAVRE & HAMBURG	SAXONIA	Ger. str. ...	k. w.		HAMBURG-AMERIKA LINIE. ....	On 23rd July.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str. ...	k. w.		HAMBURG-AMERIKA LINIE. ....	On 26th August.
NAPLES HAVRE & HAMBURG	SILESIA	Ger. str. ...	k. w.	Schönenfeld	HAMBURG-AMERIKA LINIE. ....	On 17th inst.
N. PLIS. HAVRE & HAMBURG	SCANDIA	Ger. str. ...	k. w.	Bahle	HAMBURG-AMERIKA LINIE. ....	On 7th August.
TRISTE, AC. VIA SINGAPORE, &c.	NAVARA	Aus. str. ...	—	Mateovich	SANDER, WIELER & CO. ....	About 30th inst.
NEW YORK	NAVARA	Brit. str. ...	—		DODWELL & CO., LTD. ....	To-day.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SHIMOSA	Am. str. ...	—	Barrett	ARNHOLD, KARBERG & CO. ....	About 12th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SHIMOSA	Am. str. ...	2 m.	H. Fybus	CANADIAN PACIFIC R. CO. ....	To-day.
VICTORIA (C. & TACOMA) VIA JAPAN	SHIMOSA	Am. str. ...	1 m.		CANADIAN PACIFIC R. CO. ....	On 19th inst., at Noon.
TARTAR	SHIMOSA	Am. str. ...	—		DODWELL & CO., LTD. ....	On 7th Aug.
SWANSETT	SHIMOSA	Am. str. ...	—			About 30th inst.
GLENFARG	SHIMOSA	Am. str. ...	—			To-day.
MARIE	SHIMOSA	Am. str. ...	—			About 12th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 20th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 7th Aug.
TSINAN	SHIMOSA	Am. str. ...	—			On 14th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 21st inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 28th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 11th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 18th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 25th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 12th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 19th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 26th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 13th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 20th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 27th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 14th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 21st inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 28th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 11th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 18th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 25th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 12th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 19th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 26th inst.
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TSINAN	SHIMOSA	Am. str. ...	—			On 20th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 27th inst.
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TSINAN	SHIMOSA	Am. str. ...	—			On 26th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 13th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 20th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 27th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 14th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 21st inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 28th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 11th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 18th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 25th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 12th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 19th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 26th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 13th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 20th inst.
TSINAN	SHIMOSA	Am. str. ...	—			On 27th inst.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SYRIA, and YOKOHAMA	Capt. D. C. Gregor R.N.R.	About 8th June	Freight and Passage.
LONDON	Capt. C. J. Bentin R.N.R.	About 10th June	Freight and Passage.
SHANGHAI	Capt. C. L. Daniel	About 13th June	Freight and Passage.
LONDON, &c., via USUAL PORTS	Capt. R. A. Peters	Noon, 15th June	See Special Advertisement.
LONDON and ANTWERP	Capt. P. J. Fox	About 20th June	Freight and Passage.

For further particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 3rd June, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE, WEIHAIWEI CHEFOO and TIENTSIN, SWATOW and SHANGHAI, HOKHWA and HAIPHONG, MANILA, SWATOW and SHANGHAI, GEBU and ILOILO.	* "TSINAN" ...	On 7th June, 4 p.m.
WELLINGTON, MELBOURNE, SWATOW and SHANGHAI, MANILA, SWATOW and SHANGHAI, GEBU and ILOILO.	* "KUEICHOW" ...	On 7th June, 4 p.m.
SWATOW and SHANGHAI, MANILA, SWATOW and SHANGHAI, GEBU and ILOILO.	* "FOOCHOW" ...	On 10th June, 4 p.m.
SWATOW and SHANGHAI, MANILA, SWATOW and SHANGHAI, GEBU and ILOILO.	* "SINGAN" ...	On 11th June, 10 a.m.
SWATOW and SHANGHAI, MANILA, SWATOW and SHANGHAI, GEBU and ILOILO.	* "TEAN" ...	On 11th June, 4 p.m.
SWATOW and SHANGHAI, MANILA, SWATOW and SHANGHAI, GEBU and ILOILO.	* "KUOKIANG" ...	On 14th June, 4 p.m.
SWATOW and SHANGHAI, MANILA, SWATOW and SHANGHAI, GEBU and ILOILO.	* "SHAOHSING" ...	On 21st June, 4 p.m.
SWATOW and SHANGHAI, MANILA, SWATOW and SHANGHAI, GEBU and ILOILO.	* "KAFONG" ...	On 21st June, 4 p.m.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates, or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS

11

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPEROR LINE," SAVING 5 TO 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER

"EMPEROR OF JAPAN" 6,000 Tons THURSDAY, 6th June ... 24th June

"TARTAR" 4,425 Tons WEDNESDAY, 19th June ... 13th July

"EMPEROR OF CHINA" 6,000 Tons THURSDAY, 4th July ... 22nd July

"ATHENIAN" 3,882 Tons WEDNESDAY, 17th July ... 16th August

"EMPEROR OF INDIA" 6,000 Tons THURSDAY, 1st Aug ... 19th August

"MONTREAL" 6,163 Tons WEDNESDAY, 14th Aug ... 7th Sept.

"EMPEROR" Steamers will depart from HONGKONG at 4 p.m.

Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £30; via New York £62.

Intermediate on Steamers 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1654, 1656, 1658, 1660, 1662, 1664, 1666, 1668, 1670, 1672, 1674, 1676, 1678, 1680, 1682, 1684, 1686, 1688, 1690, 1692, 1694, 1696, 1698, 1700, 1702, 1704, 1706, 1708, 1710, 1712, 1714, 1716, 1718, 1720, 1722, 1724, 1726, 1728, 1730, 1732, 1734, 1736, 1738, 1740, 1742, 1744, 1746, 1748, 1750, 1752, 1754, 1756, 1758, 1760, 1762, 1764, 1766, 1768, 1770, 1772, 1774, 1776, 1778, 1780, 1782, 1784, 1786, 1788, 1790, 1792, 1794, 1796, 1798, 1800, 1802, 1804, 1806, 1808, 1810, 1812, 1814, 1816, 1818, 1820, 1822, 1824, 1826, 1828, 1830, 1832, 1834, 1836, 1838, 1840, 1842, 1844, 1846, 1848, 1850, 1852, 1854, 1856, 1858, 1860, 1862, 1864, 1866, 1868, 1870, 1872, 1874, 1876, 1878, 1880, 1882, 1884, 1886, 1888, 1890, 1892, 1894, 1896, 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1912, 1914, 1916, 1918, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1956, 1958, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 197

